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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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INFORMATION REPORT

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SUPPLEMENT TO
REPORT NO.

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292*

1. On 1 October 1950, there were 986 locomotives in reserve. These were administratively distributed as follows:

Reichsbahn General Headquarters	372
Reichsbahn Divisions (RBDs)	128
Reparations Brigades	353
Receiving minor repairs and adjustments	133
	986

Of those locomotives in the first two groupings, 20 were recently taken out of reserve and moved to the area around Magdeburg for the needs of the Soviet Army. They were withdrawn from reserve for an indefinite period.

2. There are at present 794 in-service locomotives. This includes engines standing in round houses for inspection and 24-hour repairs. It does not include reserve locomotives.

3. All brigade locomotives in RBD Berlin will stand at Frankfurt/Oder, Brigade 4 in Berlin-Lichtenberg and brigade 7 in Berlin-Karlshorst are still in the process of being liquidated. To provide for all the additional engines at Frankfurt/Oder, a huge new round house is to be built in the railroad yards. This round house will have a capacity of 150 engines and will require the employment of about 2,000 persons.

4. The round houses at Leipzig-Nord and Wittenberge were abandoned on 1 October 1950.

5. The Reichsbahn coal supply for both locomotives and other maintenance purposes on 7 September 1950 was sufficient for 20.5 days. The iron reserve provided for another 17.1 days. This presents a considerably improved fuel situation.

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6. The following stretches are being double-tracked: Frankfurt/Oder to Küstrin, Berlin to Wustermark, Berlin to Seddin. The Frankfurt/Oder-Küstrin line is nearly completed.
7. The rail yards at Wustermark and at Seddin are being widened.
8. The "Elsterbrücke" rail bridge near Jocketa is at present being reconstructed. The work is being rushed.
9. The so-called heavy duty freight trains (Schwerlastzüge) generally haul from 1,300 to 1,800 tons. A few pull up to 2,400 tons, mainly coal and ore. These trains are usually made up in the yards at Dresden-Friedrichstadt, although RBD Berlin is responsible for the movement of heavy duty trains. Three selected engineers from Halle, the "Aktivisten" fnu Heine, fnu Laake, fnu Fritsche, are called upon whenever an extra heavy freight is to be hauled.
10. Recently a siding along the line between Berlin-Lichterfelde/Ost and Grossbeeren was designated as a through track. Upon examination, the condition of the roadbed was shown to be extremely dangerous for traffic. In one spot it was found that 13 out of 15 ties within about thirty feet of track were completely rotted. Nevertheless, RBD Berlin ordered the movement of passenger and freight trains over the siding at a speed restricted to 25 kilometers per hour.
11. In running from Berlin-Pankow to Wustermark, over the outer freight ring, both through and local freight trains require from 30 to 40 hours. The reason for this is a) insufficient yard trackage at Wustermark, b) time lost during cargo checks at control points set up in accordance with the new Law for the Protection of Internal Trade. Trains from Velten, Bernau, Oranienburg and lines from the north to Berlin also require 30 to 40 hours to make this run because of delays on the outer ring.
12. Four more heavy railway guns have been reported moving from Wildau in trains destined for the Soviet Union. The guns are camouflaged as trench plows (Haldenpflüge).
13. All immediately available -- those that can be spared -- box cars are being sent to Frankfurt/Oder to be equipped for carrying personnel.
14. Between 15 September and 7 October 1950, particularly heavy troop movements took place from the area around Greifswald to the areas around Magdeburg and Erfurt.
15. During the month of September 1950, reparations trains for the Soviet Union left the DDR at the following points:

<u>Border Point</u>	<u>No. of Trains</u>
Rostock and Stralsund (harbors)	11
Wismar (harbor)	60
Bad Schandau (via Czechoslovakia)	45
Guben, Forst, Horka	117
Frankfurt/Oder	734
	967

In addition to these, the following reparations trains were dispatched from the railroad divisions as shown, but border points could not be determined:

RBD Erfurt	48
RBD Halle	145
RBD Magdeburg	98
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This total of 1,258 trains in the month of September represents 1,006,400 tons of reparations.

16. The RAW Rostock was turned over by the Reichsbahn on 1 September 1950 to the VEB Diesel-Motorenwerk. All employees of the RAW were taken over by the new organization, but were forbidden to continue to wear their old railway service work uniforms. The Diesel-Motorenwerk is at present to both build new and repair old marine engines. All unfinished matters affecting the transfer from Reichsbahn must be completed by the end of the year. RAW Stendal has taken over work orders assigned to the former RAW Rostock.
17. For the eleven days, from 1 October 1950 to 11 October 1950, inclusive, the interzonal passenger traffic yielded an income of DM-141,889.00 (West) and DM-38,889.70 (East). The west mark income comes from travel between Western Germany and Western Berlin; the east mark income comes from fares between Western Germany and Eastern Berlin and Eastern Germany.
18. Former Reichsbahn President Kreikemeyer lies imprisoned in Sachsenhausen. It has not yet been decided whether to make of his case an example and have a big public trial in the usual communist fashion or to quietly convict him.

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